



(Left) A South African Airways Ju. 52 passing over the wattle plantations of Natal.

(Below) No terrain for forced landings—the Valley of a Thousand Hills, near Durban.



very grave difficulties, and with the aid of only a small subsidy from the Union Government for the carriage of mails. At the end of 1933, however, it was realised that the Union Airways could not continue without very much greater Government support, and an arrangement was reached in February, 1934, by which the assets of the company passed into the hands of the Government, to be administered by the South African Railways and Harbours Administration.

At that time Union Airways owned five Junkers F.13 (four-seaters) and one Junkers W.34 (six-seater), two Puss Moths and one Gipsy Moth. Services were operated three times a week between Durban and Johannesburg, and weekly between Durban and Capetown, calling at Port Elizabeth and East London. The monthly mileage flown at that time was 14,280.

Soon after assuming control, the Government purchased three Junkers Ju.52/3m. machines, with seating accommodation for sixteen passengers. Another aircraft of the same kind, but with slightly greater seating accommodation, has since been added. These aircraft have been operated on the regular routes, the smaller Junkers being sent to South-West Africa. One of them has recently been used to produce a film of S.A. activity.

British Machine

The Government has now, as already reported in *Flight*, placed an order with Airspeed, Ltd., for the delivery, early next year, of seven Envoys. Four of these machines will be used on the feeder services which are being developed, and three of them are intended for the South African Air Force. The machines for South African Airways are being ordered with conversion equipment, by which they can be converted within a short time to military purposes.

In addition to these machines tenders have been called for four ten-seater aeroplanes with a maximum speed of not less than 175 m.p.h. The Minister intended, at first, to stipulate a cruising speed of 200 m.p.h., but decided later to reduce it to enable English manufacturers to compete.

Tremendous progress has been made during the last two years. There is to-day a daily service in each direction between the Rand and Durban, a service twice a week in each direction from the Rand to Capetown (via Durban, East London and Port Elizabeth), and a service once a week in each direction between the Rand and Capetown via Kimberley. These lines were indicated in the map of African air routes published in *Flight* of October 31. A satisfactory arrangement has now been reached with the

Portuguese authorities for the inauguration of a feeder service between Germiston and Delagoa Bay, and arrangements are being made to introduce one between Germiston and Port Elizabeth, and possibly another on the South-West African route. S.W. African Airways, of course, are now part of S.A. Airways, and a weekly service operates each way between Kimberley and Windhoek, connecting with Imperial Airways service.

An indication of the progress made since 1934 can be obtained from an examination of the following comparative figures:

	Feb., 1934.	Oct., 1935.
Paying passengers carried over single stages	87	979
Machine flights	57	165
Machine-mileage	14,280	52,000
Paying passenger-mileage	33,665	276,732
Mail carried (lb.)	1,891	8,995
Luggage and freight (lb.)	4,705	39,391

South African Airways are now recording a machine mileage of 624,000 miles annually, and this is likely to be greatly exceeded shortly, and still further exceeded when the Government inaugurates its services to Northern Rhodesia as a result of the arrangement reached between the British and Union authorities concerning the flying boat service to Durban.

The regularity of the service in South Africa has been interrupted only when abnormal rains on the coast have prevented the use of the aerodromes—eighteen inches of rain fell in Durban in three days early last year. During the time in which the Ju.52 machines have been operating, only on four flights have machines failed to operate to schedule, three of these being due to very bad weather and one to a burst tyre. Each flight was completed on the following day. South African Airways' efficiency has been over 99 per cent.

Second pilots in the Airways' service start at £450 a year, rising to £600. The commanders start at £650, rising to £850. In addition they are paid for flying time at the rate of twopence a mile. South African Airways policy is to choose as pilots men who have at least 1,000 hours of flying experience.

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